



USS WHITE PLAINS (AFS-4)
FPO SAN FRANCISCO 96601

AFS4/02/STL:des
5750
Ser **152**
11 MAR 1978

From: Commanding Officer, USS WHITE PLAINS (AFS 4)
To: Director of Naval History, Washington Navy Yard, Washington, DC

Subj: Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS WHITE PLAINS Command History, 1975 (3 cys)

1. Enclosure (1) is provided as required by reference (a).


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By direction

CHRONOLOGY OF MAJOR EVENTS, 1975

JAN	1-5	Upkeep Sasebo
	6-8	Services enroute Yokosuka
	9	Inport replenishment services, Yokosuka
	10-11	Enroute Sasebo
	12	Upkeep Sasebo
	13	Change of Command
	14-18	Joint US/ROK Exercise
	19-31	Upkeep and load Sasebo
FEB	1-4	Load Sasebo
	5-6	INREP Buckner Bay
	7-9	Services enroute Subic Bay
	10-19	Load Subic
	20	Services South China Sea
	21	Load Subic
	22-23	Services South China Sea
	24-25	Load Subic
	26	Consolidation underway/services
	27-28	Load Subic
MAR	1-4	Enroute Chinhae
	5	Visit Chinhae
	6	Visit Pusan
	7	Enroute Sasebo
	8-16	Upkeep Sasebo
	20-31	Upkeep Sasebo
APR	1-5	Upkeep Sasebo
	6-8	Enroute Subic Bay
	9	Load Subic
	10-16	Services South China Sea
	17-18	Load Subic
	19-27	Services South China Sea
	28-30	Load Subic
MAY	1	Load Subic
	2-17	Services Philippine Sea
	18-28	Upkeep/load Subic
	29-30	Services enroute Hong Kong
	31	Visit Hong Kong
JUN	1-4	Visit Hong Kong
	5-8	Enroute Services
	9-25	Upkeep Sasebo
	26-27	Dependents' Cruise
	28-30	Visit Keelung

JUL	1	Visit Keelung
	2-3	Enroute Sasebo
	4-14	Upkeep Sasebo
	15-18	Enroute Subic Bay
	19-21	Load Subic Bay
	22-26	Services South China Sea
	27-31	Offload Subic
AUG	1	Homeport changed to Yokosuka, Japan
	1-18	Offload Subic
	19-22	Enroute Sasebo
	23-31	Upkeep Sasebo
SEP	1-2	Upkeep Sasebo
	3-5	Enroute Yokosuka
	6-14	Final preparations for Overhaul
	15-30	Overhaul
OCT - DEC		Overhaul

NARRATIVE

The New Year brought WHITE PLAINS a new commanding officer and on the 6th of January CAPT CHAMBERS, with PCO CAPT ARNOLD aboard, got WHITE PLAINS underway from Sasebo enroute Yokosuka for the last cruise as Commanding Officer. The one day in Yokosuka was spent replenishing three units ("WHITE PLAINS at your service!"). The 12th of January saw WHITE PLAINS back in Sasebo for the Change of Command ceremony and another short upkeep before getting underway on the 14th for special operations with the Korean Navy, as well as the usual replenishment services. WHITE PLAINS was detached on the 18th and she arrived in Sasebo on the morning of the 19th.

WHITE PLAINS got underway on the morning of 5 February for her first full line swing of the year, which began with an UNREP of opportunity with USS FREDERICK (LST 1184), and was followed by an INREP with USS BLUERIDGE (LCC 19) the following day in Buckner Bay, Okinawa. Due to heavy weather, two other units were the only other customers serviced enroute to Subic Bay.

Arriving in Subic Bay on February 10 for a nine day inport period, the crew received their first long weekend liberty in Subic in over a year. The remainder of the month was a series of one or two day loading/underway periods, providing services to various units of the Seventh Fleet in the South China Sea.

Departing Subic Bay on 2 March, WHITE PLAINS proceeded to Chinhae, Korea, arriving on the 5th. Offload of Fleet freight was accomplished and the next day found WHITE PLAINS in Pusan for more offloading of Fleet freight and a night's liberty.

March 8 -- Homeward Bound! Her upkeep period in Sasebo through 5 April was broken only by three days of service 17-19 March, assisted by HC-3, Det 104 from USS MARS (AFS 1).

The months of April and May were exciting ones for the WHITE PLAINS. This command was called upon to participate in the fleet operations later known to the public as Frequent Wind and Eagle Pull which were the final phases of the Vietnam conflict and the evacuation of thousands of Vietnamese refugees. The WHITE PLAINS performed all duties in those chaotic weeks in a manner that drew applause from all commands associated and was a major factor in earning the Meritorius Unit Commendation.

These exciting operations began on April 6 when the WHITE PLAINS was ordered to get underway on a weekend with less than 12 hours notice and proceed at maximum speed to Subic Bay, Philippines, for loading. Remarkably, and much to the credit of her unified crew, the WHITE PLAINS was underway with 98% of her crew in spite of short notice.

After two days of frantic loading at Subic Bay, the WHITE PLAINS was again ordered on April 10 to be underway on short notice, only this time there was less than 4 hours warning. Again, remarkably, the ship was underway with 98% of its crew.

Details of operations in the South China Sea are too numerous to mention. The WHITE PLAINS serviced dozens of ships with much needed supplies for both refugees and sailors alike. In those chaotic days the WHITE PLAINS was called upon to provide supplies to other ships often with only minutes warning. Much credit must be given to the fast reaction time and 24 hour work-days of the WHITE PLAINS Supply Department.

Upon depletion of the WHITE PLAINS supplies she again returned to Subic Bay for loading. This loading period was to provide supplies to the ships carrying refugees in the vast migration from South Vietnam to Guam during the period from 19 April until 28 May. She performed these services in both the South China Sea and the Philippine Sea. At one point her decks were covered with hundreds of bags of rice for refugees.

During this migration as part of her support services the WHITE PLAINS was called upon to escort three MSC ships carrying 25,000 refugees from the Philippines to Guam. It was during this escort and support duty that misfortune fell upon the WHITE PLAINS when one blade of her screw broke off in deep water east of the Philippines. In spite of this near crippling handicap the WHITE PLAINS continued to her station 300 miles west of Guam at ten knots and for two weeks acted as a valuable communications and support link in the chain of migration of Vietnamese refugees to Guam.

Upon completion of refugee support operations the WHITE PLAINS returned to Subic Bay where she was drydocked and refitted with a new propeller during a two week period in late May in time for a liberty visit to Hong Kong in the first week of June. After a five day visit there, services were provided enroute to Sasebo, where a much-needed upkeep period was scheduled.

Departing Sasebo 26 June with a substantial number of dependents and guests aboard, WHITE PLAINS headed for Keelung, Taiwan, and a shopper's dream. After a four and one-half day visit WHITE PLAINS departed Keelung, loaded with newly purchased furniture and souvenirs.

An upkeep period in Sasebo from 4-14 July preceeded an onload in Subic and another line swing in the South China Sea. Returning to Subic 27 July, WHITE PLAINS off-loaded stores through 18 August in preparation for the upcoming overhaul. Leaving Subic on 19 August, WHITE PLAINS proceeded to Sasebo for an upkeep period from 23 August to 2 September.

On 3 September WHITE PLAINS departed Sasebo enroute to her new home port of Yokosuka, arriving 5 September. Final preparations for overhaul were made between 6-14 September. Overhaul officially commenced on 15 September, and continued throughout the remainder of 1975, during which her crew labored to renew WHITE PLAINS' speed, endurance, habitability, and appearance.